THE DISPOSAL OF THE WOUNDED OF MOUNTED TROOPS.

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In continuation of my article on this subject in the Journal of July, 1905, I ask permission to state that the waggon that was made for me in the Gun Carriage Factory, Fatehgarh, has been in work with a detachment from the Mounted Infantry of the 2nd Battalion Argyll and Sutherland Highlanders, Poona.

Fig. 1.

The original design of the waggon was to carry four recumbent cases, or ten men sitting; it is found that it is quite unnecessary to provide sitting accommodation in an ambulance for mounted troops. The men who do not require lying-down accommodation can, supported by my saddle crutch (described in previous article), ride their own horses, after having received first aid.

Doing away with sitting-up accommodation very materially lessens the weight of the waggon; this is most important, as when empty, touch must be kept with mounted troops proceeding at any pace and over any ground where guns can go. The construction of
the waggon is also made more simple and inexpensive by having no sitting accommodation.

There are many occasions when mounted troops are proceeding light, and must bivouac and keep their wounded with them. I have, therefore, fitted the waggon with detachable canvas curtains, weighing 24 lbs. each, which can be carried on a transport animal, and when required are laced to the waggon on each side and pegged to the ground: protection is provided for fourteen men. The advantages of covering comfortably such a large number of men without carrying a tent are obvious.

![Image of a waggon](link-to-image)

Fig. 2.—A feature of the cart is the facility with which a patient is placed in the upper berth of waggon. The stretcher is pushed along the platform of lower berth, then raised by two men, one standing on platform provided for the purpose at front of waggon, the other standing on ground behind the waggon. When the stretcher is raised sufficiently high the poles are brought forward on to the front cross bar, and the other cross bar behind is hinged up and hooked.

Large canvas bags for carrying pure water are fitted under the driving seat. These bags would be boiled once or twice a week to purify them.

Nothing could be more simple than the construction of the waggon; it is only a platform on good springs and strong wheels; the springs are turned upside down to prevent the nuts dropping out during rough work, the platform projects in front, and the driving seat can be turned aside so as to allow a man to stand on the platform and raise one end of a stretcher when loading upper berths.